

The China Mail.

Established February, 1845.

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號一月八日二十九百八十一英

HONGKONG, MONDAY, AUGUST 1, 1892.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, II & 12, Clement's
Street, E.C.; G. GEORGE,
Sons & Co., 37, Cornhill, GORDON
& GORDON, 12, Ludgate Circus, E.C.; BATES
HINDY & CO., 37, Walbrook, E.C.;
SAMUEL DEACON & CO., 150 & 154,
Leadenhall Street, W.M.; WILLA, 151,
Cannon Street, E.C.; ROBERT WATSON,
150, Fleet Street.
PARIS AND EUROPE.—ADEMER PRINCE,
36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HARRIS, THE
CHINESE EVANGELIST'S OFFICE, 62, West
22d Street.
SAN FRANCISCO and American Ports
generally.—BRAIN & BLACK, See FRAN-
CISCO.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORDON, Mc-
LELLAN & SONS.
CEYLON.—W. M. SMITH & CO., THE
ANGLO-CEYLON CO., Colombo.
SINGAPORE, STRAITS, &c.—SAYLE &
CO., Square, Singapore; C. HAINZER
& CO., Manila.
CHINA.—MACAO, A. A. DA CRUZ, AMOY,
N. MOALY & CO., LIMITED, Foochow,
HENG & CO., Shanghai, LANE, CHAWFORD &
CO., and KELLY & WALSH,
YOKOHAMA, LANE, CHAWFORD & CO.,
and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3½ PER CENT. per annum. Depositors may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum. For the Hongkong and Shanghai
Banking Corporation.

F. DE BOVIS,
Chief Manager,
Hongkong, August 1, 1892. 1515

THE NATIONAL BANK OF CHINA
LIMITED.

AUTHORIZED CAPITAL.....\$21,000,000.
SUBSCRIBED CAPITAL.....\$500,000.

HEAD OFFICE HONGKONG.

Court of Directors.

D. GILLIES, Esq., CHOW TUNG SHANG,
CHARKIN SHAN, Esq., W. W. WORTON, Esq.,
C. J. HURST, Esq., KWAH HOI CHUEN, Esq.,
Chief Manager.

Advisory Committee in London.

THOMAS CARMICHAEL, Esq., Messrs Dent,
Palmer & Co., JOHN BUTTERY, Esq., Messrs John Buttery
& Co., C. B. SWART, WORTLEY, Esq., M.P. for
Hallam.

GEORGE MUNNO, Manager.

BANKERS.

THE ALLIANCE BANK, LIMITED.
THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—C. J. GALLOWAY, Manager.

AMOY—J. ANDERSON, Manager.

Current Accounts opened. Money re-
ceived on Deposit. Drafts issued. Bills
purchased and collected. Advances made
on securities or goods in neutral godowns.
Usual Bank Agency business undertaken.

Interest for 12 months Fixed 5%.
do. 6 do. 4%.
do. 3 do. 3%.

Current Accounts 2%.

For rates of Interest for other periods
apply to the MANAGER.

Hongkong, May 18, 1892. 22

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.

RESERVE FUND.....\$10,000,000.

RESERVE LIABILITY OF \$10,000,000.

PROFITS.....\$10,000,000.

COURT OF DIRECTORS—

T. E. DAVIES, Esq.—Chairman.

H. HOPKINS, Esq.—Deputy Chairman.

James J. Bell Irving, Alex. Macdonald,

Esq., Esq.

C. J. HOLLOWAY, Esq., J. S. MOSES, Esq.,

Carl Jauzton, Esq., D. R. SASOON, Esq.,

Julius Kramer, Esq.

Chief Manager.

Hongkong, F. de Bovis, Esq.

Shanghai—J. P. WADE GARDNER, Esq.,

LONDON BANKERS—LONDON AND COUNTY
BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance
up to \$200,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

12 do. 4% up to \$200,000.

12 do. 4% in excess of \$200,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full

6% on Advances against Goods in neutral

godowns.

7% on Current Account Overdrafts.

7% on Advances against Goods in private

godowns.

F. DE BOVIS,

Chief Manager.

Hongkong, May 13, 1892. 1511



CALDEBECK MACGREGOR &
Co.,
Wine and Spirit Merchants,
13, Queen's Road,
Hongkong, August 18, 1892. 1512

Intimations.

Business Notices.

NEW BUTTER! SEASON 1892-3.

LANE, CRAWFORD & CO.

HAVE NOW RECEIVED THEIR FIRST SUPPLY OF

EXTRA

FINEST

ISIGNY

BUTTER



Carefully Selected and Packed in L. C. & Co.'s SPECIAL BLUE TINS 1lb and 2lbs.
Also, FINEST ISIGNY BUTTER in lbs Tins, suitable for HOTEL use.

LANE, CRAWFORD & CO.

Hongkong, July 30, 1892. 1517

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the Matter of THE YANGTSE
INSURANCE ASSOCIATION,
LIMITED, and REDUCED,

AND

In the Matter of the Companies' Ordinance
1877 and 1886.

Dated the 14th Day of July, 1892.

DATED, WITNESS,

THE CHINA MAIL.

No. 9203.—AUGUST 1, 1892.

To Let.
No. 16, KNOTSFORD TERRACE,
Kowloon.—End House.
Applies to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 19, 1892. 1216

To Let.
No. 4, BLUE BUILDINGS.

FIRST FLOOR, No. 1, BLUE BUILDINGS
OFFICES—2nd Floor, Praya Centre,
(lately occupied by Messrs. DUNN, MELVINE
& CO.).
GODOWN (under Messrs. DOUGLAS
LAPRAK & CO.'s Offices).
GODOWN, No. 14, BLUE BUILDINGS,
SEMI-DETACHED HOUSES, at MAGAZINE
GAP.
No. 2 and 2A, STAUTON STREET (corner
of the Old Bailey).
No. 1, WILMINGTON STREET (Newly Built
HOUSES at lower end of GLENLEY).
LAKESIDE, RICHMOND ROAD, Furt-
nished or Unfurnished.
Applies to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, July 19, 1892. 1214

To Let.

TUSCULUM, MAGAZINE GAP.
No. 2, 4 and 10, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD CENTRAL (now in
the occupation of Mr. AU ATTACK).
No. 4, PEDDER'S HILL.
Applies to
DAVID SASSOON, SONS & CO.
Hongkong, July 4, 1892. 325

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUROUNO
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
China, to Honolulu...SATURDAY, Aug. 20.
Per...THURSDAY, Sept. 8.
City of Rio de Janeiro...THURSDAY, Sept. 28.

THE U. S. MAIL Steamship CHINA
will be despatched for SAN FRAN-
CISCO, via YOKOHAMA and HON-
OLULU, on SATURDAY, the 26th August,
at 1 p.m.; taking Passengers and Freight
for Japan, the United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.

From San Francisco, Vancouver,
Victoria, Esquimalt, New
Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.

To Liverpool and London...\$250.00
To Paris and Bremen...\$345.00
To Havre and Hamburg...\$335.00
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	10 day Tickets.
Kansas City, Mo., Omaha, Neb.	265.00	225.50
St. Louis, Mo.	225.50	211.50
St. Paul, Minn., Minne- apolis, Minn.	222.50	201.50
Chicago, Ill.	297.50	265.00
Milwaukee, Wis.	300.50	265.00
Cincinnati, Ohio	300.50	265.00
Columbus, Ohio	304.50	264.00
Detroit, Mich.	304.50	265.75
Cleveland, Ohio	305.50	265.00
Toronto, Canada	309.50	307.45
Montreal, Canada	310.25	307.00
Quebec, Canada	310.00	308.50
Niagara Falls, N.Y., Buf- falo, N.Y.	311.00	308.50
Washington, D.C., Balti- more, Md.	317.50	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	316.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican
Dollars.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific
and Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
5 p.m. same day; all Parcel Packages
should be marked in full; value
of same is marked.

General Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, July 19, 1892. 1233

WASHING BOOKS.
(In English and Chinese.)

WASHERMANS BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Mails.



STEAM FOR

SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLE,
BRINDISI,
PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—*Orders can be taken on through Bills* of *Lading for BATAVIA, PERSIAN* GULF PORTS, MARSEILLE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM-
NAVIGATION COMPANY'S Steamship
MALWA, Captain C. F. PRESTON, will be
accompanied with Her Majesty's Mail, will be
despatched from this port to BOMBAY on THURSDAY,
the 4th August, at Noon, (connecting with the
SUTHER, at BOMBAY, which Vessel takes
the Passage to LONDON, via SUEZ
CANAL, leaving that port on the 20th
AUGUST).

Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo for
London will be conveyed via Bombay. Tea
will be sent either via Bombay or Colombo
according to arrangement.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

Shippers are particularly requested
not to exceed the conditions of the Com-
pany's Bills of Lading.

Passenger details of insuring their bag-
gage can do so on application at the Com-
pany's Office.

The Steamer takes Cargo and Passengers
for MANCHESTER.

H. H. JOSEPH,
Superintendent.

F. & O. S. N. Co.'s Office,
Hongkong, July 25, 1892. 1230

Mails.

THE CHINA MAIL.

THE CHINA MAIL.

CAPTAIN Hellmers, of the German steamer *Feldher*, was fined \$5 at the Magistracy to-day for anchoring over the telegraph cables.

WHILE some seamen were bathing in the Harbour from the steamer *Bengkee* yesterday, one man, H. Farman, lost his life. He jumped from the yard arm, and turning on his side struck the water with great force. He must have sustained serious injuries, as he sank at once. The body was recovered two hours later. Deceased, who was a Russian, was 20 years of age. To-day Mr. Wodehouse held an enquiry, which stands adjourned till Wednesday, to obtain the doctor's report as to the cause of death.

THE variety entertainment at the Theatre Royal on Saturday evening attracted a large audience and the show was one of the best that the "Stanleys" have given here. In the first part of the programme Messrs Duriah and Nolan's "corner men" caused a great deal of merriment. Duriah was greatly in evidence all through the show and the greater part of the fun of the evening was due to him. With the exception of Miss Denyer's contributions "Alas, these chimes" and "Dear Heart" (both admirably rendered) and her duet with Miss Brooks "Oh that we two were maying," there was nothing very brilliant in the singing, but the items mentioned were so good as to save the entertainment from mediocrity as regards singing. Miss Denyer, whose rich and sympathetic voice seemed to be better appreciated on each fresh hearing, was applauded with remarkable enthusiasm. She had a double recall after Lecarre's solo from "Maritana." Miss Brooks' fine and powerful contralto was very effective in the duet and she was fairly entitled to divide the honours with Miss Denyer in this item. Miss Fanny Stanley was as great a favourite as ever in what is generally known as the "sorico-comic" line. The dancing was exceedingly good, even for a Stanley show, which is saying a great deal. Miss Triggs' skirt dance was quite a poem in its way and the dances by Miss Tilly Lake and Miss Stephenson were also excellent. Of course each of the ladies was recalled. To-night the Stanleys close their season, when "East Lynne" will be put on the boards, with Miss Fanny Stanley as the heroine, a part in which she is very successful.

ANOTHER DEPRESSION.
De Borch writes to-day:—At 10.30 a. on the 1st the following notice was issued: "There is depression in the China Seas of Hongkong."

THE TYPHOON AT FOMOSA.
THE TYPHOON EXPERIENCE OF H.M.S.
"FIREBRAND."

H.M.S. *Firebrand* which arrived from Takow to-day brings a brief account of the destruction done by the typhoon at Formosa. The *Firebrand* was lying in the Takow anchorage when a telegram was received from Commodore Falster on the 18th July that a typhoon was travelling from the South in the direction of Formosa. Preparations were made by laying out anchors and clearing the vessel as far as possible, and at noon on the 20th the barometer began to fall. That night the whole of the crew were actively engaged about the ship, and at 1.30 a. m. on the 21st she was struck by heavy squalls from the south-east accompanied by heavy rain. The force of the wind was from 10 to 12, and the *Firebrand* dragged her anchors. She was eventually brought up close to the shore. As all the junks in the lagoon were blown ashore—one, indeed, being lifted a quarter of a mile inland, the outlook was not at all pleasant for those on board the gunboat, but the danger was faced with all that pluck and hardihood which has ever distinguished British sailors in the face of danger. Between 9 and 10 p.m. the storm was at its height, the barometer having fallen steadily from 29.84 on the 20th to 28.60. At 10.30 the centre of the typhoon passed over the lagoon and after about forty minutes' calm the wind, which had been gradually veering from S.E. to S.S.W., began to blow with tremendous force from N.W. and the barometer rose quickly. By noon on the 22nd the typhoon had passed over, but the sea was running so heavily that the commander of the *Firebrand* deemed it prudent to remain at anchor till the 23rd when he steamed for Hongkong.

Considerable damage has been done to property on the island. The telegraph wires have all been blown down, and there is scarcely a house in Takow which has not suffered. Only one life was lost there, but at a village six miles south of Takow it is reported that 200 houses have been destroyed and many lives lost. At noon on the 21st a shock of earthquake was felt at Takow.

Too much praise cannot be bestowed upon the officers and crew of the *Firebrand* who on the nights of the 20th and 21st had a most undesirable experience. The precautions taken by Commander Tufnell without doubt saved the ship, and if she had gone ashore there is every probability that all the crew would not have got ashore. The conduct of the commander and his officers, who ably accounted for the success of his own invention to overcome this difficulty, beneath the single boiler used for straw he has fitted up an iron tank with perforated false bottom and sides, and here the straw was washed and drained as it assumes a pulpy consistency.

The typhoon is the most severe that has passed over Formosa within the memory of the present inhabitants.

THE ABERDEEN PAPER MILLS.
A VISIT TO THE WORKS.

In a Colony like Hongkong, which, for over half a century, has been simply an emporium for collecting a share of the products of the vast empire of China and distributing them to the four quarters of the globe and a distributing centre for the products of the West imported into China, it is pleasant to have to record any addition to the limited number of productive agencies of the place. It is difficult to conceive the possibility of Hongkong becoming a manufacturing centre, applying the words in their strictest sense; but British enterprise has shown what can be done under the most unfavourable conditions in other parts of the world, and it is not outside the bounds of possibility that without any failing off in other directions new outlets may be found for capital and our irrepressible energy. In the present instance, however, it is the Chinese who are leading the way. A few years ago Chinese syndicates were formed with a view to establish a paper manufacturing in our midst. There were some preliminary difficulties, but these have been successfully overcome, and the manufacture is now *in full swing*.

For some years there have been paper mills using modern machinery at Shanghai and Canton, and profiting from the experience of these the Directors of the new syndicate, having acquired a suitable site at Aberdeen, communicated with the leading firms at Home for the purpose of obtaining plans of paper mills on European principles with the latest and best appliances for the manufacture of paper. After careful consideration the plans of Messrs Bertram, Limited, Edinburgh,—although their estimates were not by any means the lowest—were accepted, and as the outcome of this wise action of the Directors, a manufacture has been established larger and better than either of its two rivals in China and equal to many works in England or Scotland. Through the agency of the Messrs Bertram, Mr. David Baillie, who has had over 30 years' experience in paper works in Britain, was secured as superintendent, and along with Mr. Hay, the engineer of the designers, Mr. Baillie arrived in the colony in the middle of June, 1890. Before building operations could be commenced a good deal of levelling had to be done preparing the ground for the buildings. Thirty feet of rock was excavated to a depth of forty feet and a large portion of the foreshore reclaimed, and by this means a total area has been obtained of nearly two acres. This work was begun in June, 1890, and the plant fitted up enabling a start to be made with the actual production of paper on the 14th January, 1892.

The mill is substantially built of brick on a granite foundation, and as it was designed for a granite foundation, it is all that could be desired for convenience in working. It is a three-storey building. Two bungalows have been erected for the residence of the European employees, and although it would probably have been better to have these buildings at a higher level they are conveniently situated and arranged for the comfort of the occupants. Besides Mr. Baillie, there are three European paper makers, while upwards of 100 Chinese are employed about the mill. For the housing of these Chinese, quarters have also been erected within the compound. To anyone who has never seen the process of manufacturing paper by machinery a visit to the works is full of interest, and fortunate indeed are they who have the company of Mr. Baillie as a guide. Apart altogether from the fact that he has watched the growth of the works from the moment the first stone was laid, his long experience in similar works enables him to explain clearly the whole method by which rags or straw are converted into paper. At the Aberdeen Mills' paper is made from both substances—rags and rice straw.

The process of manufacture begins in the upper floor. Here the rags are chopped up and dusted before being precipitated into four boilers, each with a capacity of 35 cwt., where they are boiled with water containing 7 per cent of caustic soda, the heating power being high-pressed steam. The effect of the caustic is to extract the dyes from the rags. On the second floor, the rags are conveyed on wheeled bogies to the five washing and bleaching engines, where the cleansing process is completed. Having been rinsed in clean water, 60,000 gallons of which are used to one ton of finished paper, the rags are bleached in a solution of water and chloride of lime, and are chopped finer during their stay in these bleaching engines. They are next drained in brick tanks with perforated bottoms and sides, and upon being brought back to the room they are placed in the beaters where they are chopped into such fine pieces that they assume a pulpy appearance, and one begins to understand how it is possible to produce paper from the coarsest rags. The process so far occupies about 16 hours.

The straw does not require the same treatment as the rags, and does not take so long to be reduced to pulp. When introducing rice straw, Mr. Baillie had some difficulty in getting it cleaned properly, and he found it necessary to draw upon his own invention to overcome this difficulty. Beneath the single boiler used for straw he has fitted up an iron tank with perforated false bottom and sides, and here the straw is washed and drained as it assumes a pulpy consistency. It is afterwards put up a presser machine, where it is cleared of all lumpy particles.

ties likely to deteriorate the quality of the paper. When in use this machine is driven by a separate engine of 26-horse power.

Coming from the second to the bottom floor, the visitor is shown on the way two large tanks into which the pulp is run from the heating engines. In these tanks there are two revolving agitators which keep the pulp in constant motion in order to prevent the heavier substance falling to the bottom. From these tanks it is again pumped into a receiving box, and it is from this box that the pulp runs on to the paper-making machine. The outflow is regulated according to the weight of the paper to be made. So thin is the substance as it passes through the sand traps and over the strainers, it is difficult to believe it possible to issue some 150 feet away in a minute or two in the shape of a very fine thin paper. Travelling on a wire gauze that revolves at the rate of 150 feet to the minute the pulp is still further strained—partly by the water dropping through the gauze and partly by the water being extracted by six vacuum pumps. It now reaches the couch rollers and goes to the first and second press rollers, a blanket to the drying cylinders. There are twenty cylinders, each four feet in diameter, filled with steam, and the cylinders are so arranged and protected as to equalise the drying process all over the machine. At the further end of the machine is a set of chilled metal rollers. It is these rollers which give the finish and smooth surface to the paper, and should the business of the company develop in the way of supplying English firms, intermediate rollers can be utilised to enable the makers to produce the finest qualities of English paper. Indeed, the whole of the plant may be turned to the manufacture of the finest paper. The paper as it comes off the machine is rolled up in webs, and is finally cut into various sizes by a separate machine. There are several guillotines for cutting the paper into small sizes as required by customers.

The growth of the paper-making machine is 155 feet, and the width 73 feet. The motor power is supplied by an engine of 60-horse power, in addition to several small engines for driving detached portions of machinery; there is a large engine of 300-horse power for the washing and heating engines, and this engine can, when required, go up to 500-horse power. For providing steam for all these engines there are three boilers, each of 30 feet by 8 feet, and of 80 lbs. pressure, each being kept at a pre-arranged secret by the authorities.

The Chief Justice—Prisoner Mason, you were sentenced to nine months' imprisonment and ordered to find two sureties of \$2,000 each for your good behaviour, on October 29th 1891. Have you found these sureties or are you prepared to find them?

The Chief Justice—Then I order you to be deported to England and to pay the expenses of your removal.

This concluded the proceedings and Mason was shortly afterwards taken back to the Chief Justice's office.

We understand that arrangements are being made to have Mason sent home in some steamer, which sails on the 29th instant, and one of the Consular authorities will probably accompany him as far as Hongkong.

100 YARDS FLAT RACE (Final).—1st, John-
ston; 2nd, Stewart; 3rd, Perry. Time, 124 sec.

6-POUNDER GUN COMPETITION, 2 entries; decided by time, &c.; gun brought into action, one round fired, gun dismounted, retired with gear, gear brought back, gun remounted and one round fired.—Starboard Gun Crew beat Port Gun Crew.

WALKING GRASSY POLE, 12 started; Grover, Lewis, Andrew, Bill, Bellamy, Stewart, McCormick, Grimeshaw, East, Kingcombe, and Moses Smith and Minter, the latter in costume. Won by Grover.

CONSOLIDATION RACE; 6 started.—Won by Grimeshaw.

HONGKONG RIFLE ASSOCIATION.

Nine competitors entered for the long range cup at 800 and 900 yards on Saturday. Fine weather prevailed, but a rather strange light puzzle was provided by Mr. Ford's score of 76, set in the heat, yet made for the cup at the above ranges, and he deservedly won it and the net aggregate spoon; the handicap spoon became the prize of Mr. Howell. The results are appended:

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WALKING GRASSY POLE, 12 started; Grover, Lewis, Andrew, Bill, Bellamy, Stewart, McCormick, Grimeshaw, East, Kingcombe, and Moses Smith and Minter, the latter in costume. Won by Grover.

CONSOLIDATION RACE; 6 started.—Won by Grimeshaw.

THE MASON CASE.

This morning, says the *Shanghai Mercury*, the 26th ult., the cracked conspirator, Mason, whose term of imprisonment will expire on the 29th inst., was put forward in the Supreme Court to ascertain whether he was prepared to find the sureties he was ordered to provide for his future good behaviour.

Chief Justice—Mason, you are to be tried on the 29th ult., the cracked conspirator, Mason, whose term of imprisonment will expire on the 29th inst., was put forward in the Supreme Court to ascertain whether he was prepared to find the sureties he was ordered to provide for his future good behaviour.

Chief Justice—Mason, you are to be tried on the 29th ult., the cracked conspirator, Mason, whose term of imprisonment will expire on the 29th inst., was put forward in the Supreme Court to ascertain whether he was prepared to find the sureties he was ordered to provide for his future good behaviour.

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A few short notices of New Books and a number of Notes and Queries, one of which on "On Chinese Oaths in Western Books and Jaws" might appropriately have been placed under a separate heading, complete the number.—"H. K. Daily Press."

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The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in the past by the "Calcutta Review." The great degree of attention that has been bestowed of late years upon the investigation of Chinese history, antiquities, and social customs, to say nothing of linguistic studies, has led to the adoption of an important store of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesmen of the seventh century, Su Sung-p'o, by Mr. E. O. Bowra, is not only well written, but also well illustrated by literary grace. Besides a series of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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